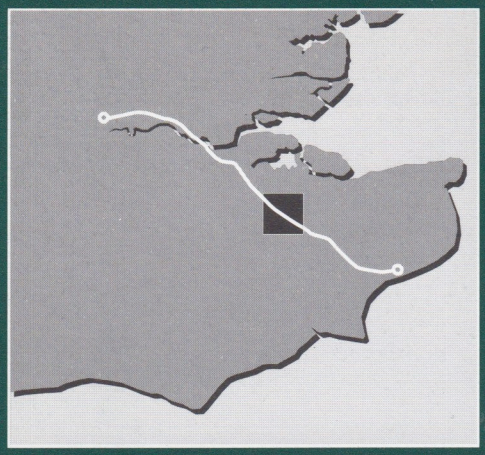

union
RAILWAYS

Detling to Charing Heath

The new Union Railway described

Detling to Charing Heath

Between Detling and Charing Heath, the Union Railway route closely follows the existing transport corridor of the M20 motorway. The main changes from the previously safeguarded route are at Warren Wood, Sandway and Chilston Park.

Open for detailed route information

THE UNION RAILWAY

This booklet provides information about the route which the Government has announced for the Union Railway, the high-speed railway between London and the Channel Tunnel.

The Union Railway is designed to provide:

- **The main railway between Britain and continental Europe.**
- **A major increase in capacity and improvement in the quality of journeys between Kent, Essex and London.**
- **The transport spine for the development of the East Thames Corridor.**

The route has been chosen by the Government from options developed by Union Railways Limited, the agency company set up by British Rail in 1992. The engineering, environmental and financial plans for the Union Railway have been produced in association with more than 40 leading private-sector consultancies.

The detailed proposals for the railway will be refined and developed only after consultation with those affected. You can find out more by visiting our Information Centres - dates and times of their visits to your area will be announced in the local press.

This booklet also gives brief details of Union Railways policy on a range of issues - you can find more information in other Union Railways leaflets.

WHY IS THE UNION RAILWAY NEEDED?

The Union Railway will provide the essential capacity to meet fast-rising demand for international rail travel, following the opening of the Channel Tunnel. Around the turn of the century, the existing railways in Kent and South-East London will be unable to cope with the predicted growth in demand for travel.

The Union Railway will also offer major improvements in the quality of journeys between Kent, Essex and London - much faster journeys, greater reliability, and a wider range of destinations.

The Union Railway will carry both the growing international traffic, and more than 25,000 commuters each day, in much less space than a motorway, with much less damage to the environment.

As international trains and Network SouthEast express trains will use the Union Railway, existing railways will have more room, not only for improvements to passenger services, but also for international freight traffic attracted by the Channel Tunnel. This freight would otherwise cause a major increase in lorry journeys, and up to 45 million kg of additional exhaust emissions every year. The Union Railway could also itself carry freight.

THE CHOICE OF ROUTE

The route chosen by the Government, and described in this booklet, is based on the easterly approach to London, which the Government adopted in 1991. That corridor has been studied to find a route which is capable of meeting environmental standards, and which can provide regeneration opportunities and improved rail services within the South-East. While principally conceived as a twin-track, high-speed passenger railway, the route is also capable of carrying freight trains.

The new route runs to the Channel Tunnel from a new station at Kings Cross/St Pancras in London. It can also carry international trains from London Waterloo via the existing London to Chatham line and a link line from Longfield to the Union Railway near Gravesend.

BENEFITS FOR THE SOUTH-EAST

More than half of the peak-period trains on the new railway will be for travellers within South-East England. With new Network SouthEast express trains, the Union Railway can transform rail travel between Kent, Essex and London. It will carry many more people, with much shorter journey times, more reliably and in much greater comfort, to new destinations.

The Union Railway presents opportunities to support the South-East's economy, by improving transport links for development in the East Thames Corridor and for other regeneration projects along its route.

LIMITING DISTURBANCE

The Union Railway route is the result of a comprehensive sifting process, which rejected any option which did not meet the environmental standards normally applied to major infrastructure projects. Scope to further limit effects on people, property and the environment will be discussed during the consultation process - the results of this will be carefully taken into account.

It is intended that the construction of the Union Railway will be carried out under a strictly enforced Code of Practice, to be drawn up in consultation with Local Authorities. Construction traffic would use railway land whenever possible, to limit disturbance.

PROPERTY EFFECTS

By next winter, the detailed route of the new railway is expected to be reserved, or "safeguarded", against other development. It is expected that details of property purchase arrangements will be announced at that stage.

DISCUSS YOUR CONCERNS

Union Railways wants householders, property owners, and all others affected by its proposals to have an opportunity to discuss them in detail with designers, planners and environmental specialists. This will be possible at the Information Centres which will be visiting about 40 locations along the route. The location and opening hours of the Centres will be announced in the local press.

Consultation is also being carried out with Local Authorities and other interested bodies. The Information Centres will return in the autumn to provide details of the outcome of the consultation process.

The Information Centres are intended to provide the best opportunity for direct contact with Union Railways. But if you are unable to visit one of the Centres, or if you would like more information, then please write to the address overleaf, or phone 081 760 5002 and speak to one of the liaison team.

union RAILWAYS

THURNHAM CP
Detling
Thurnham
Thurnham Court
Court Farm
Thurnham Keep Farm
ROMAN VILLA (site of)
Honeyhills Wood
Gorewood Farm
Gore Wood
Pope's Wood
Chapel Lane Farm
Golf Course
Clayswood
Ware Street
Longham Wood
Howe Court
Bridge Farm
Barty Farm
Pumping Station
Snarkhurst Wood
Strickets Garden
Elms
Hotel
Woodcut Farm
White Heath
Mantle's Farm
Silver Hill
Old Mill Farm
The Great Danes Hotel
Eyhorne Green
Ashbank
Penfold Hill
Waste Lane
The Link
Thurnham Lane
KEY
The Union Railway
Surface
Tunnel

N

Little Snagbrook
Snagbrook Sch
Oak Meadow Farm
Target Cottage
Greenway Court Road
Greenway Court Farm
Coombe Wood
Harpswood
Hospital Road
Park Gate Inn
Warren Wood
Golf Course
Greenway Forstal
Mount Farm
Greenway Lane
Caravan Park
Weir
Goddington
Ockley Mead
Harrietsham
Trout Farm
Holm Mill
Old Forge
Chegworth
River Ln
Waterlane Farm
Pollhill
Watercress Beds
Spion Kop Farm
Poplar Farm
Sewage Works
Fairbourne Mill
Bell Farm
Cherry Tree Farm
Mayfield
Dickley Wood
Westgate House
Depot
Stubble Hill Farm
Boldrewood Farm
Ham Lane
Kiln Wood Nature Reserve
Sand

Detling to Charing Heath

Maidstone: Sandway Village and M20 at Chilston Park

Maidstone: Hollingbourne and Harrietsham, Warren Wood and M20

DETLING

The route runs in cutting between the motorway and the southern edge of Detling. Hockers Lane will be raised, and the design concepts of previous landscaping proposals have been maintained.

East of Hockers Lane, the Union Railway will move closer to the M20 motorway. It will cross Honeyhills Wood and the site of Thurnham Roman Villa. It will cross over Thurnham Lane.

HOLLINGBOURNE

The Union Railway route crosses over Water Lane and runs through a widened Longham Wood cutting. It crosses over Crismill Lane and the existing Maidstone to Ashford railway. Passing the planned motorway service area, it then descends to run between the M20 motorway and Eyhorne Street Conservation Area, in a deep cutting, passing under the B2163. Union Railways expects to discuss possible measures to lessen the impact of the railway at Hollingbourne during public consultation.

The railway passes over the Grove Mill stream, and continues past The Chestnuts and Ash Shaw in cutting.

WARREN WOOD

Between Hollingbourne and Harrietsham, the railway route widens the existing motorway cutting, through the south edge of Warren Wood and its adjoining landscape. Present gradient standards mean that the Union Railway can avoid the need for the expensive tunnel, in poor ground conditions, which was previously proposed. It also simplifies realignment of the A20 road east of Warren Wood: the road will be diverted slightly north of its current route through Clarkes Hill. A junction between the A20 and Greenway Court Road is preserved.

HARRIETSHAM

Following the alignment of the M20, the Union Railway will run on a mixture of shallow embankments and cuttings south of Harrietsham village and the East Street Conservation Area. The railway will follow a narrow path between the elevated A20 road and the M20 motorway, with safety barriers and landscaping. Provision is included for minor realignment of the A20, together with road junction improvements at West Street.

The route passes beneath Fairbourne Lane and on shallow embankment past the East Street Conservation Area, where previous landscaping proposals are maintained.

SANDWAY

The railway route will now pass to the north of Sandway, avoiding the tighter curves and property demolitions necessary if the previously proposed route were followed. It runs through areas now identified for potential mineral extraction, and also meets the Government's requirement for the railway to be capable of carrying freight - this makes tight curves undesirable.

The railway will be largely in cutting, limiting effects on this Conservation Area. Existing roads will have bridges across the railway - no roads or footpaths would need to be closed. Both Sandway Road and Lenham Heath Road will be realigned - this will be included in public consultation.

CHILSTON PARK

The Union Railway will pass along the north side of the M20, crossing Chilston Park Site of Special Scientific Interest and the Registered Park, but avoiding the historic ice pond, which lay across the previous route. Parkland trees close to the M20 will be maintained.

LENHAM HEATH

The route passes to the south of Lenham Heath, close to the motorway, in a series of cuttings and embankments. Bowley Lane will cross the new railway on a bridge, and the junction with Lenham Heath Road will be realigned.

CHARING HEATH

The route passes to the south of Charing Heath. Two listed buildings at Brockton Farm lie across it. They will be carefully dismantled, and could be rebuilt elsewhere.

The route will follow the motorway in both its horizontal and vertical alignments, to keep visual intrusion to a minimum. At Hurst Wood, it stays close to the M20 and will not sever this ancient woodland.

union
RAILWAYS

OTHER INFORMATION AVAILABLE

These leaflets can be obtained from the Information Centres, or by writing to the address below:

- The Union Railway
- The Environment and the Union Railway
- Noise and Vibration
- Tunnelling
- The Union Railway and the UK
- Business Benefits from the Union Railway
- Consultation and the Union Railway
- Commuters and the Union Railway

Union Railways Limited
Network Technical Centre
Wellesley Grove
Croydon CR9 1DY
Telephone 081 760 5002

union RAILWAYS

Union Railways Limited
Network Technical Centre
Wellesley Grove
Croydon CR9 1DY
Telephone 081 760 5002

union RAILWAYS

0693

Union Railways Limited is an agency company
wholly owned by the British Railways Board